

SENTINEL

WASHINGTON, D. C., JULY 9, 1898

HAWAII.

"And imperial America marches on! Thank God for it!"—*Washington Times*.

Thank rather the devil God has nothing to do with your Hawaiian or imperialistic policy, which, three years ago, upset the peaceful government of the native Hawaiians and turned it into the military despotism of the present Hawaiian government, under the cannons of American men-of-war! Yes, thank the devil, but not God!

Perry Belmont Made a Major.

The President has appointed ex-Congressman Perry Belmont inspector General with the rank of Major.

This is another of those appointments of McKinley which have caused much suffering to our soldiers in this country, through the mismanagement and ignorance of duty of high officers of the commissary and quartermaster departments.

What does this millionaire know about the duties pertaining to his new office? Nothing!

What good will the title do him?

HAWAII ANNEXED.

The resolution to annex Hawaii passed the Senate last Wednesday by a two-thirds vote. It had already passed the House, and it will certainly be signed by the President, who has urgently favored it. This leprosy and loot prevail. Distant islands, populated mainly by Kanakas, coolies, Papuans and Japanese, become a part of the United States. What are we to do with them? How are we to govern them? And how are we to defend them as a part of our territory? Let's build another fleet of warships at once, no matter what it may cost taxpayers! We must defend the integrity of our territory.

Germany All Right.

As long as its subjects at Manila had no protection against the threatening onslaughts of the rebels, Germany kept seven vessels at Manila. As soon, however, as the American troops arrived, the German vessels, except two, were immediately withdrawn, because the German Government had confidence in the protection the Americans would afford to their people in case of necessity.

Our Washington Know-Nothing papers, the *Star* at the head, will now have to hunt for some other material to give vent to their hatred against the Germans, amongst them their numerous German-American advertisers.

Where Was the Quartermaster?

The new Government bonds will be a good thing for those who get them. But investments in bonds are not in with contracts. The New York firm that got the contracts for 100,000 duck suits for our army at \$3.12 each, made a very neat thing. The sum does not seem a large one for a suit of clothes, but the clothes are cheap. The duck, 38 inch, at 4 1/2 yards per suit, at 9 cents cost 40 1/2 for cloth, 5 cents for cutting, 3 cents for the tape trimmings and buttons and making 75 cents, all very liberal figures, are told by those having knowledge, or in all a total cost of \$1.88 1/2 per suit. No wonder a Philadelphia firm took the second batch at a dollar less. It would be interesting to know what the "rake off" was. Where was the Quartermaster?

Democrats, Attention!

You should beware of the New York *Journal* as you would the devil. Whilst we acknowledge its growth and enterprise as a newspaper, it is exceedingly dangerous for the Democrats to follow its advice. It has shown this in the Hawaiian business, and now it has another job on hand, the Canal question, which, it entered into, will cost hundreds of millions. Let that be a private under-asking. We should not burn our fingers like the French have done already.

Imperialism means destruction of the popular government, the government of the people, indeed, the free Republic, in the end. We do not want any slave colonies, where the inhabitants have no rights, and are governed by a foreign nation, just as Spain has governed Cuba and the Philippine Islands. While we are trying to destroy this very sort of government in Cuba and the Philippines we are doing our best to continue, with only a change of name, the same unfair government in the islands we have annexed and intend to annex. Even Cuba is not to be exempted after we have got possession of it. Its people are not to be free, but American bayonets are to control their affairs, as they will have to in Hawaii.

The imperialism upon which we are just entering is going to undermine and finally swamp the liberties of the whole country.

Those who voted for that system

are not Democrats. Senator Morgan will be a real advocate of this annexation job, for it is a job. His Democratic halo is gone. It can never return after that Hawaii harikari of his. There will be no glory for him in the annexation job, which necessitates the establishment of a military despotism in Hawaii to keep the handful of Yankee missionaries and their grasping descendants in power.

All honor to those Democrats and Republicans who voted against this infamous job!

Now For Spain.

The hour has come to strike home. One by one the defenses of Spain have been stripped off until now our enemy lies open to our assault. Let us push the advance.

An attack on the Spanish coast while Spain still had a navy would have been merely a raid. It has been well to postpone it until our command of the sea is absolutely assured. Now that salt water is playing over the rusting wrecks of Cervera's and Montojo's fleets we can strike where and when we please, and follow up our blows. We can send a squadron strong enough to run down Camara and at the same time to detach a sufficient force to destroy every Spanish naval station, with all the ships under construction and repair. We can bombard the fortifications all along the Spanish coast, strike terror into the hearts of the people, and bring them at last to a realizing sense of the meaning of war.

The Spanish authorities Tuesday were circulating the fantastic tale that Cervera had won a brilliant victory. The only way to head off their audacious lies is to carry the war home to their people. When Watson is thundering at the gates of Cadiz the mob will ask: "Where are Cervera and Camara?" and Sagasta will have to find an answer.

A Queer Tax Tangle.

The law requires a one cent stamp on every bill of lading, telegram and express receipt. This was intended to levy a tax upon the great corporations. But after their custom, the express and telegram companies have tried to shift the burden by insisting that the shipper and the sender of despatches shall do the stamping.

The Commissioner of Internal Revenue has ruled that the law clearly requires the company and not the customer "to affix the stamp." But the companies say to their customers, "Very well; furnish us the stamps and we will affix them." Their claim is that the decision does not compel them to pay for the stamps.

The claim is absurd of course, but as the question involves a very great sum of money in the aggregate the companies are likely to adhere to their rule until the courts shall override their interpretation of the law.

Our Splendid Regulars.

The regular troops of the United States army have done so exactly what was confidently expected of them that their splendid performances before Santiago have excited less comment than have the equally heroic deeds of the volunteers.

We all accepted as a matter of course that the regulars and their West Point officers would act up to the high standard fixed by the history of the organization. But matters of course should not pass without recognition. All but three regiments of the army which accompanied Shafter are regulars, well trained, perfectly disciplined, hardy, intelligent American soldiers, officered by men whose superiors are not found in the armies of the world. The work of the regulars has proved this.

The Bourgeois's Shame.

The stories told by survivors of the Bourgeois wreck are such as to make humanity ashamed of itself. They are stories of cowardice on the part of sailors that stopped not even at brutal murder in mad anxiety for self preservation. The time is not yet to analyze all the facts, but so far, while indicating heroism on the part of the officers in remaining at their posts and going down with their duty, they suggest a lack of discipline on the ship for which the company that owned her is clearly responsible, and which it must remedy by very drastic measures if it is to continue in the business of carrying passengers.

Notice to Delinquent Subscribers.

There are a number of subscribers, rich men and many of them brewers, who owe subscriptions for years to this paper and who have been sent bills over and over again.

We are not rich enough to lose this money, and if within eight days no payment has been made, we shall publish the names of those delinquents, their residence and the amount due.

If Napoleon were to comment on President McKinley's thanksgiving proclamation he would probably say that in naval warfare the Lord is on the side of the better gunners.

The Bourgeois's Horror.

The Bourgeois's officers are dead. It is too late to question them as to the ship's management. They died at their posts, and it would be idle as well as unfeeling to reproach them.

But above them in authority was and is the company that owns the ships of the French line and controls them who are set to sail them. The company owes the public some explanations.

Why was the ship speeding eastward in the lane set apart exclusively for westbound steamers? Have not ship captains and the newspapers repeatedly warned the French line steamers of the danger and folly of that practice?

Why was all discipline lost the moment the disaster occurred?

Why was the crew left to its own selfish and savage impulses instead of being restrained by the high hand of authority and made to do its duty?

Why were not the elaborate life saving appliances used effectively?

Why were not the boats lowered from the davits, loaded with the women and children and properly manned and cut loose, as sea law and humanity required?

Why was there only one woman out of 176 saved? Why were none of the children saved?

Why were members of the crew permitted to brain women and children and other passengers with boat hooks in order that they might save themselves?

Why was there not an officer at each boat with a ready pistol, to shoot down these mutineers and compel that order which looks to the rescue of the women and children as the first object in every shipwreck?

Why were nearly nine-tenths of the passengers lost—including every one of the eighty-three in the first cabin—while nearly one-half of the crew were saved?

Read the terrible story of chaos, riot, cowardice and brutal murder, and then, gentlemen of the Compagnie Generale Transatlantique, answer why. Tell us if all your ships are equally without discipline, and if all your passengers are to be left in case of disaster at the mercy of your crews, without the protection of resolute officers and an orderly life saving system?

Shifting the Taxes.

There is no doubt as to the intention of Congress in putting a small stamp tax on telegraph and telephone messages, sleeping car and steamship tickets, and various other instruments and articles issued or used by corporations. Its object was to collect a portion of the war taxes from the great corporations that pay enormous profits and yet contribute nothing to the support of the Government which issues and protects their patents, guards their property, and in many cases pays them large sums of money for service.

Yet nearly all these corporations are making their customers pay for the stamps, thus giving a new proof of the truth of the saying that "the consumer pays for all." Eighty per cent. or more of the tariff taxes is collected from articles of universal use and necessity. Sixty per cent. of the new internal war taxes, it has been estimated, falls upon the poor and thirty per cent. upon the middle class, leaving only ten per cent. to be paid by the rich.

Is it really impossible for our Congress to levy taxes so that they shall be collected with some reference to (1) ability to pay and (2) benefits received?

Perry Belmont for Governor.

The appointment of Perry Belmont as an inspector general, with the rank of major, places him in the forefront of the candidates who are seeking the Democratic nomination for Governor of New York. Mr. Belmont was considered a possible candidate before he got to be a major. Well informed politicians believe him to be the only man who could be nominated without causing dangerous friction between the Democratic leaders.

Mr. Belmont was an outspoken gold Democrat in 1896. Since then he has joined the Tammany Society. He visited the big Tammany men at Lakewood last fall and wrote a letter in defense of Senator Murphy when the Republican Legislature was busy passing the Weekes resolution condemning the Senator.

THE sinking of two Spanish warships, the Alfonso XII, and the Reina Mercedes, gets only a casual news item report in the papers these days. Newspaper readers may as well face the fact that Spain has not enough ships left on all the seven seas to warrant a column story for the sinking of the whole of them. It makes one almost long for the realization of those phantom fleets which kept the good people of the New England coast in such a state of mind for dreadful weeks.

CERVERA is coming to New York in the only way in which there was ever the remotest chance of any hostile Spaniard to get there or thereabouts.

BALTIMORE & OHIO RAILROAD.

Excursion to Chautauque, New York.

On Friday, July 15, the Baltimore & Ohio R. R. will send excursion tickets to Chautauque, New York, and return at following very low rate for the round trip. Tickets good returning leaving Chautauque not earlier than July 25, nor later than September 3, 1898.

For full particulars call on or address Agent, B. & O. R. R.

Internal Revenue Decisions.

Executive order concerning the introduction of intoxicating liquors into the Territory of Alaska.

For the purpose of more effectively enforcing the law prohibiting the introduction of intoxicating liquors into the Territory of Alaska, the following regulations are prescribed under the authority of section 14 of the act of May 17, 1884, entitled "An Act providing a civil government for Alaska," and section 1955 of the Revised Statutes:

1. The introduction into the Territory of Alaska of intoxicating liquors and the shipment, or attempted shipment, of such liquors from any port or place in the United States to said Territory is hereby prohibited.

2. The above prohibition shall not apply to sacramental, medicinal, mechanical or scientific purposes in said Territory of Alaska, but all liquors intended to be so used may be shipped from the United States and landed in the Territory of Alaska only upon a permit first obtained from the chief customs officer of the Customs District of Alaska, to be issued only upon evidence satisfactory to such officer that such liquors are to be used solely for sacramental, medicinal, mechanical or scientific purposes.

3. All intoxicating liquors shipped or attempted to be shipped from any port or place in the United States to said Territory, or the introduction of such liquors into the Territory of Alaska in violation of the regulations, may be liable to seizure and forfeiture, and may be seized by any customs officer of the United States and proceeded against in the manner provided by law.

4. The master of any vessel departing from port in the United States having on board any intoxicating liquors, when such vessel is destined to any place in said Territory, or, if not so destined, when the intended course lies within the waters of the Territory, shall be required to file with the collector of customs at the port of departure a special manifest, signed and verified in duplicate, of all such liquors, and no clearance shall be granted to any such vessel unless the articles embraced in the special manifest be shown to the satisfaction of the collector of customs at the port of departure to belong to the necessary medicinal supplies of the vessel, or to be entitled to clearance for other lawful purposes, or are covered by bonds taken under the provisions of section 1955 of the Revised Statutes.

5. One of the special manifests above provided for will be delivered to the master, together with the clearance, if granted, and the officers proceeding under the provisions of section 1957 of the Revised Statutes.

A Tip for Camara.

New York Journal.

When Madrid gets over its transports of delight over Cervera's "brilliant victory" it will probably be in a mood to appreciate any suggestions as to the best method of preserving such specimens of naval architecture as still remain under the Spanish flag. Camara's squadron just now is in an extremely precarious position. If it goes back it will fall a prey to Dewey. If it goes back it will be snatched up by Watson. It cannot stay more than 24 hours in a neutral port. Whenever it goes at sea it will be hunted down by the relentless Yaks. Now, about the middle of the Suez Canal there is a wide expanse of water known as the Bitter Lakes. It is in neutral territory and out of range of the sea. If Camara will stop at this point, move out of the channel in order to avoid unnecessary inconvenience to commerce, and then gently and unostentatiously perforate the bottoms of his ships, he will stand a reasonable chance of keeping his fleet out of American hands until the end of the war. Also, he will save coal.

It may be wrong to give an enemy such a tip, but we really can't help it. Poor Spain excites our pity.

The Latest Manila Cable.

We are in receipt of a unique souvenir from the West—where all good things come from. It consists of a piece of Manila rope, which encloses a tightly corked glass bottle. The white rope, with a band of red and blue ribbon at either end, typifies the national colors, the corked bottle recalls to mind the reason in which Cervera was wrapped by Schley, and the rope will answer to a suggestion from Dewey as to the use to which a product of Manila could be put. We do not say that these are the ideas meant to be conveyed by the souvenir, but they are the ones suggested to our mind. It will be displayed in our office, and any further information desired in regard to this or to any other article of their manufacture can be obtained by addressing the makers, the Redlich Manufacturing Co., dealers in bottlers and brewers' supplies, at No. 2, Oak street, Chicago, Ill.

Gerstenberg's Restaurant.

At No. 1343 E Street N. W., is one of the points of interest of Washington. Well managed, centrally located, close to theatres and public buildings, with a restaurant stocked with the choicest viands of domestic and foreign production and a table service unexcelled anywhere, it is patronized by the best class of citizens and strangers visiting the city. Mr. Gerstenberg himself is a restaurateur of many years' experience, who gives his personal attention to the smallest details of his business, and thus assures satisfaction to his patrons. A visit to Washington without a visit to Gerstenberg's is time lost.

SMITHSONIAN INSTITUTE.

Washington, D. C., July 1, 1898. Sealed proposals will be received at this office until 1 o'clock noon, July 18, and opened at 1 o'clock p. m. on same day, in the presence of bidders, for furnishing and delivering to the National Museum, in this city, the Standard Cast iron work required for galleries in four halls in the U. S. National Museum. Plans, specifications, general instructions and other information may be obtained on application to J. Elfreth Watkins, Chief of the Division of Buildings and Superintendence, National Museum, RICHARD RATHBUN, Acting Secretary.

PROPOSALS WILL BE RECEIVED.

At the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, July 12, 1898, and publicly opened immediately thereafter, to furnish at the Navy Yard, Washington, D. C., one table for building model forms, one table for finishing models, one table for measuring models. Blank proposals will be furnished upon application to the Navy Yard, Washington, D. C., or to the Bureau. EDWIN STEWART, Paymaster General, U. S. N.

BALTIMORE & OHIO R. R.

Popular Excursion to Niagara Falls Tuesday, July 12.

\$10.00. Round Trip. \$10.00.

A Ten (10) Day Tour to America's Greatest Natural Wonder, via B. & O. Royal Blue Line and the Lehigh Valley Route through the Lehigh and Wyoming Valleys—the Switzerland of America. Special train of elegant day coaches and parlor cars will be run on Tuesday, July 12th, on the following schedule:

Leave Washington, D. C. 8.10 am
Laurel, Md. 8.33
Baltimore, Md. 9.05

Arrive Philadelphia 11.28
Niagara Falls 11.00 pm

Stop overs allowed on return trip at Buffalo, Rochester, Geneva, Burdette (Watkins Glen), and Mauch Chunk.

Special arrangements for dinner and supper en route at very reasonable rates. Call on Ticket Agents, Baltimore & Ohio R. R., for full particulars.

32d National Encampment G. A. R., Cincinnati, Ohio

SEPTEMBER 5th to 10th, 1898.—BALTIMORE & OHIO RAILROAD.

For this occasion tickets will be sold at the low rate of one fare for the round trip from all points on the Baltimore & Ohio Railroad east of Pittsburgh, Parkersburg and Wheeling, inclusive, good going on September 3rd and 4th, and good returning not earlier than Sept. 10th, nor later than the 13th, except by depositing ticket with Joint Agent at Cincinnati, between September 4th and 9th, inclusive, and on payment of fee of \$1.00 per ticket, the return limit may be extended to leave Cincinnati, to and including October 2d, 1898.

Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. Solid Vested Trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and two from Pittsburgh.

Get full particulars from Ticket Agent, Baltimore and Ohio Railroad.

Deer Park Hotel—Deer Park, Md.

Most Delightful Summer Resort of the Alleghenies.

Swept by mountain breezes, 2,800 feet above sea level, and removed from all annoyances. Absolutely free from malaria, hay fever and mosquitoes. On main line of Baltimore & Ohio Railroad. Hotel and cottages. Every modern convenience. Electric Lights, Turkish Baths, two large Swimming Pools, Golf Links, Tennis Courts, Bowling Alley, Magnificent Drives, Complete Library Service. Annapolis Naval Academy Band, two large swimming pools, Golf Links for housekeeping if desired ready for occupancy June 1st. Hotel open from June 25th to September 1st. Can't Pennsylvania Aug. 6—9 am
Palatia Aug. 13—3 pm
Pretoria Aug. 20—7:00 am
Patia Aug. 27—1:00 pm

FIRST CABIN, \$100 AND UPWARD.

SECOND CABIN, \$40; STEERAGE, \$25.

BALTIMORE AND OHIO RAILROAD.

Schedule in effect Nov. 14, 1897.

Leave Washington from Station corner New Jersey avenue and C Street.

For Chicago and Northwest, Vestibuled Limited trains 11.05, 11.25 a. m., 5.05 p. m.
For Cincinnati, St. Louis and Indianapolis, express, 11.25 a. m., 5.05 p. m.
For St. Paul and Duluth, 11.25 a. m., 5.05 p. m.
For Pittsburgh and Cleveland, express 11.15 a. m., 5.05 p. m.
For Columbus, Toledo and Detroit, 11.25 a. m., 5.05 p. m.
For Winchester and Way Stations, 11.25 a. m., 5.05 p. m.
For New Orleans, Memphis, Birmingham, Chattanooga, Knoxville, Bristol and Roanoke 9.20 p. m. daily. Sleeping Car through.
For New York, 7.00 a. m., 11.00 a. m., 1.00 p. m., 3.00 p. m., 5.00 p. m., 7.00 p. m., 9.00 p. m.
For Philadelphia, 7.00 a. m., 11.00 a. m., 1.00 p. m., 3.00 p. m., 5.00 p. m., 7.00 p. m., 9.00 p. m.
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For Baltimore, 7.00 a. m., 11.00 a. m., 1.00 p. m., 3.00 p. m., 5.00 p. m., 7.00 p. m., 9.00 p. m.
For New York, 7.00 a.